



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Akron, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Akron’s per capita footprint from transportation and residential energy use increased **8.47** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Akron’s per capita footprint increased **10.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Akron’s per capita footprint increased **6.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Akron emitted **2.637** tons of carbon from highway transportation and residential energy in 2005 (rank **62nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Akron resident emitted **1.371** tons of carbon from highway transportation (rank **44th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Akron resident emitted 1.023 tons from autos (rank **39th**) and 0.348 tons from trucks (rank **48th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Akron resident emitted **1.266** tons of carbon from residential energy use (rank **83rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Akron resident emitted 0.780 tons from electricity (rank **58th**) and 0.485 tons from residential fuels (rank **77th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Albany-Schenectady-Troy, NY

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Albany’s per capita footprint from transportation and residential energy use decreased **5.62** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Albany’s per capita footprint increased **2.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Albany’s per capita footprint decreased **16.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Albany emitted **2.524** tons of carbon from highway transportation and residential energy in 2005 (rank **51st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Albany resident emitted **1.559** tons of carbon from highway transportation (rank **60th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Albany resident emitted 1.231 tons from autos (rank **75th**) and 0.328 tons from trucks (rank **44th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Albany resident emitted **0.966** tons of carbon from residential energy use (rank **32nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Albany resident emitted 0.381 tons from electricity (rank **23rd**) and 0.584 tons from residential fuels (rank **89th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Albuquerque, NM

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Albuquerque’s per capita footprint from transportation and residential energy use decreased **1.74** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Albuquerque’s per capita footprint decreased **3.8** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Albuquerque’s per capita footprint increased **1.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Albuquerque emitted **2.355** tons of carbon from highway transportation and residential energy in 2005 (rank **38th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Albuquerque resident emitted **1.431** tons of carbon from highway transportation (rank **49th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Albuquerque resident emitted 0.990 tons from autos (rank **31st**) and 0.442 tons from trucks (rank **67th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Albuquerque resident emitted **0.924** tons of carbon from residential energy use (rank **28th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Albuquerque resident emitted 0.618 tons from electricity (rank **41st**) and 0.306 tons from residential fuels (rank **54th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Allentown-Bethlehem-Easton, PA-NJ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Allentown’s per capita footprint from transportation and residential energy use decreased **9.36** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Allentown’s per capita footprint decreased **3.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Allentown’s per capita footprint decreased **16.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Allentown emitted **2.364** tons of carbon from highway transportation and residential energy in 2005 (rank **39th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Allentown resident emitted **1.337** tons of carbon from highway transportation (rank **36th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Allentown resident emitted 0.964 tons from autos (rank **26th**) and 0.373 tons from trucks (rank **49th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Allentown resident emitted **1.027** tons of carbon from residential energy use (rank **49th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Allentown resident emitted 0.558 tons from electricity (rank **36th**) and 0.469 tons from residential fuels (rank **74th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Atlanta-Sandy Springs-Marietta, GA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Atlanta’s per capita footprint from transportation and residential energy use decreased **4.75** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Atlanta’s per capita footprint decreased **5.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Atlanta’s per capita footprint decreased **3.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Atlanta emitted **2.682** tons of carbon from highway transportation and residential energy in 2005 (rank **68th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Atlanta resident emitted **1.634** tons of carbon from highway transportation (rank **66th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Atlanta resident emitted 1.224 tons from autos (rank **73rd**) and 0.410 tons from trucks (rank **58th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Atlanta resident emitted **1.049** tons of carbon from residential energy use (rank **54th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Atlanta resident emitted 0.837 tons from electricity (rank **63rd**) and 0.211 tons from residential fuels (rank **42nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Augusta-Richmond County, GA-SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Augusta’s per capita footprint from transportation and residential energy use decreased **6.87** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Augusta’s per capita footprint decreased **10.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Augusta’s per capita footprint decreased **1.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Augusta emitted **2.885** tons of carbon from highway transportation and residential energy in 2005 (rank **78th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Augusta resident emitted **1.740** tons of carbon from highway transportation (rank **80th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Augusta resident emitted 1.226 tons from autos (rank **74th**) and 0.514 tons from trucks (rank **82nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Augusta resident emitted **1.145** tons of carbon from residential energy use (rank **70th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Augusta resident emitted 0.915 tons from electricity (rank **76th**) and 0.230 tons from residential fuels (rank **47th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Austin-Round Rock, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Austin’s per capita footprint from transportation and residential energy use increased **10.55** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Austin’s per capita footprint decreased **1.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Austin’s per capita footprint increased **33.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Austin emitted **2.567** tons of carbon from highway transportation and residential energy in 2005 (rank **55th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Austin resident emitted **1.518** tons of carbon from highway transportation (rank **54th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Austin resident emitted 1.119 tons from autos (rank **57th**) and 0.398 tons from trucks (rank **54th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Austin resident emitted **1.049** tons of carbon from residential energy use (rank **55th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Austin resident emitted 0.913 tons from electricity (rank **75th**) and 0.137 tons from residential fuels (rank **15th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Bakersfield, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Bakersfield’s per capita footprint from transportation and residential energy use decreased **10.84** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Bakersfield’s per capita footprint decreased **9.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Bakersfield’s per capita footprint decreased **19.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Bakersfield emitted **2.540** tons of carbon from highway transportation and residential energy in 2005 (rank **53rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Bakersfield resident emitted **2.189** tons of carbon from highway transportation (rank **100th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Bakersfield resident emitted 1.303 tons from autos (rank **86th**) and 0.886 tons from trucks (rank **100th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Bakersfield resident emitted **0.350** tons of carbon from residential energy use (rank **1st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Bakersfield resident emitted 0.159 tons from electricity (rank **4th**) and 0.191 tons from residential fuels (rank **31st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Baltimore-Towson, MD

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Baltimore’s per capita footprint from transportation and residential energy use increased **10.05** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Baltimore’s per capita footprint increased **0.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Baltimore’s per capita footprint increased **21.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Baltimore emitted **2.714** tons of carbon from highway transportation and residential energy in 2005 (rank **69th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Baltimore resident emitted **1.355** tons of carbon from highway transportation (rank **40th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Baltimore resident emitted 1.044 tons from autos (rank **44th**) and 0.311 tons from trucks (rank **40th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Baltimore resident emitted **1.358** tons of carbon from residential energy use (rank **92nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Baltimore resident emitted 1.015 tons from electricity (rank **87th**) and 0.343 tons from residential fuels (rank **57th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Baton Rouge, LA

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Baton Rouge’s per capita footprint from transportation and residential energy use increased **2.99** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Baton Rouge’s per capita footprint increased **6.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Baton Rouge’s per capita footprint decreased **1.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Baton Rouge emitted **2.511** tons of carbon from highway transportation and residential energy in 2005 (rank **48th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Baton Rouge resident emitted **1.371** tons of carbon from highway transportation (rank **45th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Baton Rouge resident emitted 0.956 tons from autos (rank **25th**) and 0.416 tons from trucks (rank **59th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Baton Rouge resident emitted **1.139** tons of carbon from residential energy use (rank **69th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Baton Rouge resident emitted 0.994 tons from electricity (rank **84th**) and 0.145 tons from residential fuels (rank **19th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Birmingham-Hoover, AL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Birmingham-Hoover’s per capita footprint from transportation and residential energy use increased **8.41** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Birmingham-Hoover’s per capita footprint increased **10.5** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Birmingham-Hoover’s per capita footprint increased **5.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Birmingham-Hoover emitted **2.901** tons of carbon from highway transportation and residential energy in 2005 (rank **79th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Birmingham-Hoover resident emitted **1.756** tons of carbon from highway transportation (rank **83rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Birmingham-Hoover resident emitted 1.335 tons from autos (rank **93rd**) and 0.421 tons from trucks (rank **63rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Birmingham-Hoover resident emitted **1.145** tons of carbon from residential energy use (rank **71st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Birmingham-Hoover resident emitted 0.986 tons from electricity (rank **82nd**) and 0.159 tons from residential fuels (rank **22nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Boise City-Nampa, ID

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Boise City-Nampa’s per capita footprint from transportation and residential energy use decreased **7.87** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Boise City-Nampa’s per capita footprint decreased **13.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Boise City-Nampa’s per capita footprint increased **9.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Boise City-Nampa emitted **1.507** tons of carbon from highway transportation and residential energy in 2005 (rank **5th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Boise City-Nampa resident emitted **1.059** tons of carbon from highway transportation (rank **11th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Boise City-Nampa resident emitted 0.830 tons from autos (rank **10th**) and 0.229 tons from trucks (rank **20th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Boise City-Nampa resident emitted **0.447** tons of carbon from residential energy use (rank **13th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Boise City-Nampa resident emitted 0.143 tons from electricity (rank **1st**) and 0.304 tons from residential fuels (rank **52nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Boston-Cambridge-Quincy, MA-NH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

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Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Boston’s per capita footprint from transportation and residential energy use decreased **0.28** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Boston’s per capita footprint increased **9.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Boston’s per capita footprint decreased **8.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Boston emitted **2.024** tons of carbon from highway transportation and residential energy in 2005 (rank **20th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Boston resident emitted **1.028** tons of carbon from highway transportation (rank **7th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Boston resident emitted 0.872 tons from autos (rank **14th**) and 0.156 tons from trucks (rank **6th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Boston resident emitted **0.996** tons of carbon from residential energy use (rank **39th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Boston resident emitted 0.412 tons from electricity (rank **28th**) and 0.584 tons from residential fuels (rank **88th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Bridgeport-Stamford-Norwalk, CT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Bridgeport’s per capita footprint from transportation and residential energy use increased **9.85** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Bridgeport’s per capita footprint increased **11.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Bridgeport’s per capita footprint increased **8.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Bridgeport emitted **2.181** tons of carbon from highway transportation and residential energy in 2005 (rank **30th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Bridgeport resident emitted **1.193** tons of carbon from highway transportation (rank **25th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Bridgeport resident emitted 0.972 tons from autos (rank **28th**) and 0.220 tons from trucks (rank **18th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Bridgeport resident emitted **0.988** tons of carbon from residential energy use (rank **36th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Bridgeport resident emitted 0.304 tons from electricity (rank **18th**) and 0.684 tons from residential fuels (rank **96th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Buffalo-Niagara Falls, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Buffalo’s per capita footprint from transportation and residential energy use decreased **3.91** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Buffalo’s per capita footprint increased **0.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Buffalo’s per capita footprint decreased **7.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Buffalo emitted **1.995** tons of carbon from highway transportation and residential energy in 2005 (rank **16th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Buffalo resident emitted **0.982** tons of carbon from highway transportation (rank **4th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Buffalo resident emitted 0.801 tons from autos (rank **6th**) and 0.181 tons from trucks (rank **12th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Buffalo resident emitted **1.014** tons of carbon from residential energy use (rank **44th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Buffalo resident emitted 0.404 tons from electricity (rank **27th**) and 0.609 tons from residential fuels (rank **93rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Cape Coral-Fort Myers, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Cape Coral’s per capita footprint from transportation and residential energy use increased **17.08** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Cape Coral’s per capita footprint increased **34.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Cape Coral’s per capita footprint decreased **6.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Cape Coral emitted **2.739** tons of carbon from highway transportation and residential energy in 2005 (rank **70th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Cape Coral resident emitted **1.808** tons of carbon from highway transportation (rank **86th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Cape Coral resident emitted 1.373 tons from autos (rank **95th**) and 0.435 tons from trucks (rank **65th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Cape Coral resident emitted **0.932** tons of carbon from residential energy use (rank **29th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Cape Coral resident emitted 0.906 tons from electricity (rank **74th**) and 0.026 tons from residential fuels (rank **5th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Charleston-North Charleston, SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Charleston’s per capita footprint from transportation and residential energy use increased **6.24** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Charleston’s per capita footprint increased **9.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Charleston’s per capita footprint increased **1.0** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Charleston emitted **2.429** tons of carbon from highway transportation and residential energy in 2005 (rank **43rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Charleston resident emitted **1.637** tons of carbon from highway transportation (rank **67th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Charleston resident emitted 1.175 tons from autos (rank **66th**) and 0.462 tons from trucks (rank **69th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Charleston resident emitted **0.792** tons of carbon from residential energy use (rank **22nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Charleston resident emitted 0.654 tons from electricity (rank **47th**) and 0.138 tons from residential fuels (rank **16th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Charlotte-Gastonia-Concord, NC-SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Charlotte’s per capita footprint from transportation and residential energy use increased **3.08** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Charlotte’s per capita footprint increased **4.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Charlotte’s per capita footprint increased **0.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Charlotte emitted **2.757** tons of carbon from highway transportation and residential energy in 2005 (rank **72nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Charlotte resident emitted **1.724** tons of carbon from highway transportation (rank **77th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Charlotte resident emitted 1.256 tons from autos (rank **79th**) and 0.468 tons from trucks (rank **73rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Charlotte resident emitted **1.033** tons of carbon from residential energy use (rank **50th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Charlotte resident emitted 0.846 tons from electricity (rank **67th**) and 0.187 tons from residential fuels (rank **27th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Chattanooga, TN-GA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Chattanooga’s per capita footprint from transportation and residential energy use increased **47.78** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Chattanooga’s per capita footprint increased **127.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Chattanooga’s per capita footprint decreased **2.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Chattanooga emitted **3.110** tons of carbon from highway transportation and residential energy in 2005 (rank **88th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Chattanooga resident emitted **1.858** tons of carbon from highway transportation (rank **89th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Chattanooga resident emitted 1.272 tons from autos (rank **80th**) and 0.586 tons from trucks (rank **92nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Chattanooga resident emitted **1.252** tons of carbon from residential energy use (rank **82nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Chattanooga resident emitted 1.054 tons from electricity (rank **90th**) and 0.199 tons from residential fuels (rank **35th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Chicago-Naperville-Joliet, IL-IN-WI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Chicago’s per capita footprint from transportation and residential energy use increased **0.68** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Chicago’s per capita footprint increased **1.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Chicago’s per capita footprint increased **0.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Chicago emitted **1.965** tons of carbon from highway transportation and residential energy in 2005 (rank **15th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Chicago resident emitted **1.132** tons of carbon from highway transportation (rank **17th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Chicago resident emitted 0.820 tons from autos (rank **8th**) and 0.312 tons from trucks (rank **41st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Chicago resident emitted **0.833** tons of carbon from residential energy use (rank **24th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Chicago resident emitted 0.374 tons from electricity (rank **22nd**) and 0.459 tons from residential fuels (rank **72nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Cincinnati-Middletown, OH-KY-IN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Cincinnati’s per capita footprint from transportation and residential energy use increased **12.10** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Cincinnati’s per capita footprint increased **4.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Cincinnati’s per capita footprint increased **20.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Cincinnati emitted **3.281** tons of carbon from highway transportation and residential energy in 2005 (rank **98th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Cincinnati resident emitted **1.575** tons of carbon from highway transportation (rank **63rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Cincinnati resident emitted 1.140 tons from autos (rank **61st**) and 0.436 tons from trucks (rank **66th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Cincinnati resident emitted **1.706** tons of carbon from residential energy use (rank **98th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Cincinnati resident emitted 1.255 tons from electricity (rank **97th**) and 0.451 tons from residential fuels (rank **71st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Cleveland-Elyria-Mentor, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Cleveland’s per capita footprint from transportation and residential energy use increased **4.28** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Cleveland’s per capita footprint increased **3.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Cleveland’s per capita footprint increased **5.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Cleveland emitted **2.235** tons of carbon from highway transportation and residential energy in 2005 (rank **31st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Cleveland resident emitted **1.072** tons of carbon from highway transportation (rank **12th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Cleveland resident emitted 0.842 tons from autos (rank **11th**) and 0.230 tons from trucks (rank **21st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Cleveland resident emitted **1.163** tons of carbon from residential energy use (rank **74th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Cleveland resident emitted 0.694 tons from electricity (rank **52nd**) and 0.468 tons from residential fuels (rank **73rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Colorado Springs, CO

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Colorado Springs’s per capita footprint from transportation and residential energy use decreased **2.47** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Colorado Springs’s per capita footprint decreased **1.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Colorado Springs’s per capita footprint decreased **3.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Colorado Springs emitted **2.134** tons of carbon from highway transportation and residential energy in 2005 (rank **26th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Colorado Springs resident emitted **1.109** tons of carbon from highway transportation (rank **14th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Colorado Springs resident emitted 0.937 tons from autos (rank **21st**) and 0.172 tons from trucks (rank **9th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Colorado Springs resident emitted **1.025** tons of carbon from residential energy use (rank **48th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Colorado Springs resident emitted 0.620 tons from electricity (rank **43rd**) and 0.405 tons from residential fuels (rank **65th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Columbia, SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Columbia’s per capita footprint from transportation and residential energy use increased **3.87** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Columbia’s per capita footprint increased **0.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Columbia’s per capita footprint increased **13.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Columbia emitted **2.534** tons of carbon from highway transportation and residential energy in 2005 (rank **52nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Columbia resident emitted **1.771** tons of carbon from highway transportation (rank **85th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Columbia resident emitted 1.216 tons from autos (rank **72nd**) and 0.554 tons from trucks (rank **88th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Columbia resident emitted **0.764** tons of carbon from residential energy use (rank **20th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Columbia resident emitted 0.625 tons from electricity (rank **46th**) and 0.139 tons from residential fuels (rank **17th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Columbus, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Columbus’s per capita footprint from transportation and residential energy use increased **2.98** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Columbus’s per capita footprint increased **1.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Columbus’s per capita footprint increased **5.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Columbus emitted **2.952** tons of carbon from highway transportation and residential energy in 2005 (rank **83rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Columbus resident emitted **1.652** tons of carbon from highway transportation (rank **69th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Columbus resident emitted 1.176 tons from autos (rank **67th**) and 0.476 tons from trucks (rank **78th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Columbus resident emitted **1.300** tons of carbon from residential energy use (rank **85th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Columbus resident emitted 0.824 tons from electricity (rank **61st**) and 0.476 tons from residential fuels (rank **75th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Dallas-Fort Worth-Arlington, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Dallas’s per capita footprint from transportation and residential energy use decreased **11.05** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Dallas’s per capita footprint decreased **14.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Dallas’s per capita footprint decreased **6.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Dallas emitted **2.582** tons of carbon from highway transportation and residential energy in 2005 (rank **57th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Dallas resident emitted **1.406** tons of carbon from highway transportation (rank **47th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Dallas resident emitted 1.081 tons from autos (rank **49th**) and 0.325 tons from trucks (rank **43rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Dallas resident emitted **1.177** tons of carbon from residential energy use (rank **75th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Dallas resident emitted 1.046 tons from electricity (rank **89th**) and 0.131 tons from residential fuels (rank **13th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Dayton, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Dayton’s per capita footprint from transportation and residential energy use decreased **3.40** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Dayton’s per capita footprint decreased **7.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Dayton’s per capita footprint increased **1.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Dayton emitted **2.769** tons of carbon from highway transportation and residential energy in 2005 (rank **75th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Dayton resident emitted **1.318** tons of carbon from highway transportation (rank **35th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Dayton resident emitted 0.898 tons from autos (rank **18th**) and 0.420 tons from trucks (rank **62nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Dayton resident emitted **1.452** tons of carbon from residential energy use (rank **94th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Dayton resident emitted 0.956 tons from electricity (rank **79th**) and 0.495 tons from residential fuels (rank **79th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Denver-Aurora, CO

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Denver’s per capita footprint from transportation and residential energy use increased **2.91** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Denver’s per capita footprint increased **7.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Denver’s per capita footprint decreased **2.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Denver emitted **2.392** tons of carbon from highway transportation and residential energy in 2005 (rank **42nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Denver resident emitted **1.367** tons of carbon from highway transportation (rank **43rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Denver resident emitted 1.116 tons from autos (rank **55th**) and 0.251 tons from trucks (rank **26th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Denver resident emitted **1.025** tons of carbon from residential energy use (rank **47th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Denver resident emitted 0.625 tons from electricity (rank **45th**) and 0.400 tons from residential fuels (rank **64th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Des Moines, IA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Des Moines’s per capita footprint from transportation and residential energy use decreased **2.24** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Des Moines’s per capita footprint decreased **1.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Des Moines’s per capita footprint decreased **3.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Des Moines emitted **2.765** tons of carbon from highway transportation and residential energy in 2005 (rank **74th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Des Moines resident emitted **1.528** tons of carbon from highway transportation (rank **57th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Des Moines resident emitted 1.206 tons from autos (rank **70th**) and 0.322 tons from trucks (rank **42nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Des Moines resident emitted **1.237** tons of carbon from residential energy use (rank **81st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Des Moines resident emitted 0.840 tons from electricity (rank **64th**) and 0.397 tons from residential fuels (rank **62nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Detroit-Warren-Livonia, MI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Detroit’s per capita footprint from transportation and residential energy use decreased **4.98** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Detroit’s per capita footprint increased **1.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Detroit’s per capita footprint decreased **12.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Detroit emitted **2.350** tons of carbon from highway transportation and residential energy in 2005 (rank **37th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Detroit resident emitted **1.348** tons of carbon from highway transportation (rank **39th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Detroit resident emitted 1.131 tons from autos (rank **60th**) and 0.217 tons from trucks (rank **17th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Detroit resident emitted **1.002** tons of carbon from residential energy use (rank **41st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Detroit resident emitted 0.385 tons from electricity (rank **25th**) and 0.617 tons from residential fuels (rank **95th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Durham, NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Durham’s per capita footprint from transportation and residential energy use increased **11.41** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Durham’s per capita footprint increased **22.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Durham’s per capita footprint decreased **1.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Durham emitted **2.610** tons of carbon from highway transportation and residential energy in 2005 (rank **61st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Durham resident emitted **1.542** tons of carbon from highway transportation (rank **59th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Durham resident emitted 1.119 tons from autos (rank **56th**) and 0.424 tons from trucks (rank **64th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Durham resident emitted **1.067** tons of carbon from residential energy use (rank **58th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Durham resident emitted 0.879 tons from electricity (rank **72nd**) and 0.188 tons from residential fuels (rank **30th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: El Paso, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan El Paso’s per capita footprint from transportation and residential energy use decreased **12.07** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of El Paso’s per capita footprint decreased **15.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of El Paso’s per capita footprint decreased **3.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan El Paso emitted **1.613** tons of carbon from highway transportation and residential energy in 2005 (rank **9th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average El Paso resident emitted **1.129** tons of carbon from highway transportation (rank **16th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average El Paso resident emitted 0.830 tons from autos (rank **9th**) and 0.300 tons from trucks (rank **39th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average El Paso resident emitted **0.483** tons of carbon from residential energy use (rank **14th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average El Paso resident emitted 0.364 tons from electricity (rank **21st**) and 0.119 tons from residential fuels (rank **11th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Fresno, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Fresno’s per capita footprint from transportation and residential energy use decreased **5.60** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Fresno’s per capita footprint decreased **4.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Fresno’s per capita footprint decreased **11.9** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Fresno emitted **2.076** tons of carbon from highway transportation and residential energy in 2005 (rank **22nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Fresno resident emitted **1.687** tons of carbon from highway transportation (rank **71st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Fresno resident emitted 1.146 tons from autos (rank **62nd**) and 0.541 tons from trucks (rank **86th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Fresno resident emitted **0.390** tons of carbon from residential energy use (rank **6th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Fresno resident emitted 0.202 tons from electricity (rank **12th**) and 0.187 tons from residential fuels (rank **28th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Grand Rapids-Wyoming, MI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Grand Rapids’s per capita footprint from transportation and residential energy use decreased **14.66** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Grand Rapids’s per capita footprint decreased **7.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Grand Rapids’s per capita footprint decreased **23.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Grand Rapids emitted **2.609** tons of carbon from highway transportation and residential energy in 2005 (rank **60th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Grand Rapids resident emitted **1.536** tons of carbon from highway transportation (rank **58th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Grand Rapids resident emitted 1.197 tons from autos (rank **69th**) and 0.339 tons from trucks (rank **46th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Grand Rapids resident emitted **1.073** tons of carbon from residential energy use (rank **60th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Grand Rapids resident emitted 0.486 tons from electricity (rank **30th**) and 0.586 tons from residential fuels (rank **90th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Greensboro-High Point, NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Greensboro’s per capita footprint from transportation and residential energy use decreased **0.42** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Greensboro’s per capita footprint decreased **1.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Greensboro’s per capita footprint increased **0.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Greensboro emitted **2.576** tons of carbon from highway transportation and residential energy in 2005 (rank **56th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Greensboro resident emitted **1.522** tons of carbon from highway transportation (rank **55th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Greensboro resident emitted 1.104 tons from autos (rank **53rd**) and 0.418 tons from trucks (rank **60th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Greensboro resident emitted **1.054** tons of carbon from residential energy use (rank **56th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Greensboro resident emitted 0.856 tons from electricity (rank **69th**) and 0.198 tons from residential fuels (rank **34th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Greenville, SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Greenville’s per capita footprint from transportation and residential energy use increased **9.79** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Greenville’s per capita footprint increased **6.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Greenville’s per capita footprint increased **16.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Greenville emitted **1.859** tons of carbon from highway transportation and residential energy in 2005 (rank **13th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Greenville resident emitted **1.151** tons of carbon from highway transportation (rank **19th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Greenville resident emitted 0.874 tons from autos (rank **15th**) and 0.277 tons from trucks (rank **33rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Greenville resident emitted **0.709** tons of carbon from residential energy use (rank **19th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Greenville resident emitted 0.567 tons from electricity (rank **38th**) and 0.142 tons from residential fuels (rank **18th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Harrisburg-Carlisle, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Harrisburg’s per capita footprint from transportation and residential energy use decreased **1.92** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Harrisburg’s per capita footprint increased **4.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Harrisburg’s per capita footprint decreased **10.9** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Harrisburg emitted **3.190** tons of carbon from highway transportation and residential energy in 2005 (rank **92nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Harrisburg resident emitted **2.041** tons of carbon from highway transportation (rank **98th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Harrisburg resident emitted 1.320 tons from autos (rank **89th**) and 0.721 tons from trucks (rank **98th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Harrisburg resident emitted **1.149** tons of carbon from residential energy use (rank **72nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Harrisburg resident emitted 0.621 tons from electricity (rank **44th**) and 0.528 tons from residential fuels (rank **83rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Hartford-West Hartford-East Hartford, CT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Hartford’s per capita footprint from transportation and residential energy use increased **1.97** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Hartford’s per capita footprint decreased **3.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Hartford’s per capita footprint increased **10.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Hartford emitted **2.381** tons of carbon from highway transportation and residential energy in 2005 (rank **41st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Hartford resident emitted **1.309** tons of carbon from highway transportation (rank **32nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Hartford resident emitted 1.046 tons from autos (rank **45th**) and 0.263 tons from trucks (rank **28th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Hartford resident emitted **1.073** tons of carbon from residential energy use (rank **59th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Hartford resident emitted 0.360 tons from electricity (rank **20th**) and 0.712 tons from residential fuels (rank **99th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Honolulu, HI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Honolulu’s per capita footprint from transportation and residential energy use increased **10.24** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Honolulu’s per capita footprint increased **13.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Honolulu’s per capita footprint increased **5.9** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Honolulu emitted **1.356** tons of carbon from highway transportation and residential energy in 2005 (rank **1st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Honolulu resident emitted **0.847** tons of carbon from highway transportation (rank **2nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Honolulu resident emitted 0.786 tons from autos (rank **3rd**) and 0.061 tons from trucks (rank **1st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Honolulu resident emitted **0.509** tons of carbon from residential energy use (rank **15th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Honolulu resident emitted 0.495 tons from electricity (rank **31st**) and 0.014 tons from residential fuels (rank **1st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Houston-Baytown-Sugar Land, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Houston’s per capita footprint from transportation and residential energy use decreased **8.61** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Houston’s per capita footprint decreased **3.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Houston’s per capita footprint decreased **14.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Houston emitted **2.292** tons of carbon from highway transportation and residential energy in 2005 (rank **35th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Houston resident emitted **1.308** tons of carbon from highway transportation (rank **31st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Houston resident emitted 1.030 tons from autos (rank **41st**) and 0.278 tons from trucks (rank **34th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Houston resident emitted **0.983** tons of carbon from residential energy use (rank **34th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Houston resident emitted 0.858 tons from electricity (rank **70th**) and 0.125 tons from residential fuels (rank **12th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Indianapolis, IN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Indianapolis’s per capita footprint from transportation and residential energy use decreased **5.28** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Indianapolis’s per capita footprint decreased **11.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Indianapolis’s per capita footprint increased **2.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Indianapolis emitted **3.364** tons of carbon from highway transportation and residential energy in 2005 (rank **99th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Indianapolis resident emitted **1.732** tons of carbon from highway transportation (rank **78th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Indianapolis resident emitted 1.127 tons from autos (rank **58th**) and 0.605 tons from trucks (rank **94th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Indianapolis resident emitted **1.632** tons of carbon from residential energy use (rank **97th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Indianapolis resident emitted 1.235 tons from electricity (rank **96th**) and 0.397 tons from residential fuels (rank **63rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Jackson, MS

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Jackson’s per capita footprint from transportation and residential energy use decreased **1.18** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Jackson’s per capita footprint increased **0.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Jackson’s per capita footprint decreased **4.9** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Jackson emitted **3.063** tons of carbon from highway transportation and residential energy in 2005 (rank **87th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Jackson resident emitted **2.073** tons of carbon from highway transportation (rank **99th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Jackson resident emitted 1.459 tons from autos (rank **99th**) and 0.614 tons from trucks (rank **95th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Jackson resident emitted **0.990** tons of carbon from residential energy use (rank **37th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Jackson resident emitted 0.834 tons from electricity (rank **62nd**) and 0.156 tons from residential fuels (rank **21st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Jacksonville, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Jacksonville’s per capita footprint from transportation and residential energy use increased **2.75** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Jacksonville’s per capita footprint increased **4.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Jacksonville’s per capita footprint decreased **0.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Jacksonville emitted **2.905** tons of carbon from highway transportation and residential energy in 2005 (rank **80th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Jacksonville resident emitted **1.902** tons of carbon from highway transportation (rank **95th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Jacksonville resident emitted 1.435 tons from autos (rank **98th**) and 0.467 tons from trucks (rank **72nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Jacksonville resident emitted **1.003** tons of carbon from residential energy use (rank **42nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Jacksonville resident emitted 0.979 tons from electricity (rank **81st**) and 0.024 tons from residential fuels (rank **3rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Kansas City, MO-KS

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Kansas City’s per capita footprint from transportation and residential energy use decreased **6.09** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Kansas City’s per capita footprint decreased **5.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Kansas City’s per capita footprint decreased **7.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Kansas City emitted **2.969** tons of carbon from highway transportation and residential energy in 2005 (rank **84th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Kansas City resident emitted **1.630** tons of carbon from highway transportation (rank **65th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Kansas City resident emitted 1.159 tons from autos (rank **64th**) and 0.471 tons from trucks (rank **75th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Kansas City resident emitted **1.339** tons of carbon from residential energy use (rank **90th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Kansas City resident emitted 1.024 tons from electricity (rank **88th**) and 0.315 tons from residential fuels (rank **56th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Knoxville, TN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Knoxville’s per capita footprint from transportation and residential energy use decreased **2.35** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Knoxville’s per capita footprint decreased **0.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Knoxville’s per capita footprint decreased **5.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Knoxville emitted **3.134** tons of carbon from highway transportation and residential energy in 2005 (rank **91st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Knoxville resident emitted **1.867** tons of carbon from highway transportation (rank **90th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Knoxville resident emitted 1.402 tons from autos (rank **97th**) and 0.465 tons from trucks (rank **71st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Knoxville resident emitted **1.267** tons of carbon from residential energy use (rank **84th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Knoxville resident emitted 1.068 tons from electricity (rank **91st**) and 0.200 tons from residential fuels (rank **37th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Lancaster, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Lancaster’s per capita footprint from transportation and residential energy use decreased **3.19** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Lancaster’s per capita footprint increased **9.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Lancaster’s per capita footprint decreased **12.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Lancaster emitted **2.091** tons of carbon from highway transportation and residential energy in 2005 (rank **23rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Lancaster resident emitted **1.030** tons of carbon from highway transportation (rank **8th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Lancaster resident emitted 0.767 tons from autos (rank **2nd**) and 0.263 tons from trucks (rank **29th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Lancaster resident emitted **1.061** tons of carbon from residential energy use (rank **57th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Lancaster resident emitted 0.565 tons from electricity (rank **37th**) and 0.496 tons from residential fuels (rank **80th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Lansing-East Lansing, MI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Lansing’s per capita footprint from transportation and residential energy use decreased **3.49** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Lansing’s per capita footprint increased **14.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Lansing’s per capita footprint decreased **21.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Lansing emitted **2.754** tons of carbon from highway transportation and residential energy in 2005 (rank **71st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Lansing resident emitted **1.649** tons of carbon from highway transportation (rank **68th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Lansing resident emitted 1.247 tons from autos (rank **78th**) and 0.402 tons from trucks (rank **55th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Lansing resident emitted **1.105** tons of carbon from residential energy use (rank **64th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Lansing resident emitted 0.503 tons from electricity (rank **32nd**) and 0.602 tons from residential fuels (rank **91st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Las Vegas-Paradise, NV

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Las Vegas’s per capita footprint from transportation and residential energy use decreased **4.80** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Las Vegas’s per capita footprint decreased **5.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Las Vegas’s per capita footprint decreased **4.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Las Vegas emitted **2.013** tons of carbon from highway transportation and residential energy in 2005 (rank **18th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Las Vegas resident emitted **1.032** tons of carbon from highway transportation (rank **9th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Las Vegas resident emitted 0.845 tons from autos (rank **12th**) and 0.186 tons from trucks (rank **13th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Las Vegas resident emitted **0.981** tons of carbon from residential energy use (rank **33rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Las Vegas resident emitted 0.755 tons from electricity (rank **54th**) and 0.227 tons from residential fuels (rank **46th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Lexington-Fayette, KY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Lexington’s per capita footprint from transportation and residential energy use decreased **0.71** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Lexington’s per capita footprint decreased **6.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Lexington’s per capita footprint increased **5.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Lexington emitted **3.455** tons of carbon from highway transportation and residential energy in 2005 (rank **100th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Lexington resident emitted **1.740** tons of carbon from highway transportation (rank **81st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Lexington resident emitted 1.101 tons from autos (rank **52nd**) and 0.639 tons from trucks (rank **96th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Lexington resident emitted **1.715** tons of carbon from residential energy use (rank **99th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Lexington resident emitted 1.477 tons from electricity (rank **99th**) and 0.238 tons from residential fuels (rank **48th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Little Rock-North Little Rock, AR

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Little Rock’s per capita footprint from transportation and residential energy use increased **1.60** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Little Rock’s per capita footprint increased **9.8** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Little Rock’s per capita footprint decreased **11.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Little Rock emitted **3.009** tons of carbon from highway transportation and residential energy in 2005 (rank **85th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Little Rock resident emitted **1.999** tons of carbon from highway transportation (rank **96th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Little Rock resident emitted 1.293 tons from autos (rank **84th**) and 0.706 tons from trucks (rank **97th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Little Rock resident emitted **1.010** tons of carbon from residential energy use (rank **43rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Little Rock resident emitted 0.803 tons from electricity (rank **59th**) and 0.207 tons from residential fuels (rank **41st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Los Angeles-Long Beach-Santa Ana, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Los Angeles’s per capita footprint from transportation and residential energy use increased **0.35** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Los Angeles’s per capita footprint decreased **1.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Los Angeles’s per capita footprint increased **4.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Los Angeles emitted **1.413** tons of carbon from highway transportation and residential energy in 2005 (rank **2nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Los Angeles resident emitted **1.022** tons of carbon from highway transportation (rank **5th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Los Angeles resident emitted 0.882 tons from autos (rank **17th**) and 0.139 tons from trucks (rank **3rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Los Angeles resident emitted **0.391** tons of carbon from residential energy use (rank **8th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Los Angeles resident emitted 0.213 tons from electricity (rank **13th**) and 0.178 tons from residential fuels (rank **23rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Louisville, KY-IN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Louisville’s per capita footprint from transportation and residential energy use increased **1.43** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Louisville’s per capita footprint increased **1.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Louisville’s per capita footprint increased **1.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Louisville emitted **3.233** tons of carbon from highway transportation and residential energy in 2005 (rank **96th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Louisville resident emitted **1.700** tons of carbon from highway transportation (rank **73rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Louisville resident emitted 1.129 tons from autos (rank **59th**) and 0.571 tons from trucks (rank **91st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Louisville resident emitted **1.532** tons of carbon from residential energy use (rank **96th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Louisville resident emitted 1.318 tons from electricity (rank **98th**) and 0.215 tons from residential fuels (rank **44th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Madison, WI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Madison’s per capita footprint from transportation and residential energy use increased **2.40** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Madison’s per capita footprint increased **2.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Madison’s per capita footprint increased **2.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Madison emitted **2.914** tons of carbon from highway transportation and residential energy in 2005 (rank **81st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Madison resident emitted **1.814** tons of carbon from highway transportation (rank **87th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Madison resident emitted 1.353 tons from autos (rank **94th**) and 0.461 tons from trucks (rank **68th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Madison resident emitted **1.101** tons of carbon from residential energy use (rank **63rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Madison resident emitted 0.659 tons from electricity (rank **49th**) and 0.442 tons from residential fuels (rank **69th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Memphis, TN-MS-AR

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Memphis’s per capita footprint from transportation and residential energy use increased **2.65** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Memphis’s per capita footprint increased **7.8** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Memphis’s per capita footprint decreased **4.0** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Memphis emitted **2.870** tons of carbon from highway transportation and residential energy in 2005 (rank **77th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Memphis resident emitted **1.692** tons of carbon from highway transportation (rank **72nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Memphis resident emitted 1.162 tons from autos (rank **65th**) and 0.530 tons from trucks (rank **85th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Memphis resident emitted **1.178** tons of carbon from residential energy use (rank **76th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Memphis resident emitted 0.995 tons from electricity (rank **85th**) and 0.183 tons from residential fuels (rank **25th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Miami-Fort Lauderdale-Miami Beach, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Miami’s per capita footprint from transportation and residential energy use increased **6.55** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Miami’s per capita footprint increased **15.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Miami’s per capita footprint decreased **4.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Miami emitted **2.156** tons of carbon from highway transportation and residential energy in 2005 (rank **28th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Miami resident emitted **1.295** tons of carbon from highway transportation (rank **30th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Miami resident emitted 1.031 tons from autos (rank **42nd**) and 0.264 tons from trucks (rank **30th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Miami resident emitted **0.861** tons of carbon from residential energy use (rank **26th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Miami resident emitted 0.841 tons from electricity (rank **65th**) and 0.020 tons from residential fuels (rank **2nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Milwaukee-Waukesha-West Allis, WI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Milwaukee’s per capita footprint from transportation and residential energy use increased **0.33** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Milwaukee’s per capita footprint decreased **2.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Milwaukee’s per capita footprint increased **3.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Milwaukee emitted **2.436** tons of carbon from highway transportation and residential energy in 2005 (rank **44th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Milwaukee resident emitted **1.310** tons of carbon from highway transportation (rank **34th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Milwaukee resident emitted 1.038 tons from autos (rank **43rd**) and 0.272 tons from trucks (rank **31st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Milwaukee resident emitted **1.125** tons of carbon from residential energy use (rank **67th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Milwaukee resident emitted 0.692 tons from electricity (rank **51st**) and 0.434 tons from residential fuels (rank **67th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Minneapolis-St. Paul-Bloomington, MN-WI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Minneapolis’s per capita footprint from transportation and residential energy use increased **3.87** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Minneapolis’s per capita footprint increased **0.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Minneapolis’s per capita footprint increased **8.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Minneapolis emitted **2.440** tons of carbon from highway transportation and residential energy in 2005 (rank **45th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Minneapolis resident emitted **1.346** tons of carbon from highway transportation (rank **38th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Minneapolis resident emitted 1.090 tons from autos (rank **50th**) and 0.256 tons from trucks (rank **27th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Minneapolis resident emitted **1.094** tons of carbon from residential energy use (rank **62nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Minneapolis resident emitted 0.658 tons from electricity (rank **48th**) and 0.436 tons from residential fuels (rank **68th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Nashville-Davidson--Murfreesboro, TN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Nashville’s per capita footprint from transportation and residential energy use increased **2.79** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Nashville’s per capita footprint increased **5.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Nashville’s per capita footprint decreased **1.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Nashville emitted **3.222** tons of carbon from highway transportation and residential energy in 2005 (rank **95th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Nashville resident emitted **1.886** tons of carbon from highway transportation (rank **93rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Nashville resident emitted 1.319 tons from autos (rank **88th**) and 0.567 tons from trucks (rank **90th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Nashville resident emitted **1.336** tons of carbon from residential energy use (rank **89th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Nashville resident emitted 1.150 tons from electricity (rank **94th**) and 0.186 tons from residential fuels (rank **26th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: New Haven-Milford, CT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan New Haven’s per capita footprint from transportation and residential energy use increased **4.95** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of New Haven’s per capita footprint increased **3.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of New Haven’s per capita footprint increased **6.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan New Haven emitted **2.097** tons of carbon from highway transportation and residential energy in 2005 (rank **24th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average New Haven resident emitted **1.103** tons of carbon from highway transportation (rank **13th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average New Haven resident emitted 0.876 tons from autos (rank **16th**) and 0.227 tons from trucks (rank **19th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average New Haven resident emitted **0.994** tons of carbon from residential energy use (rank **38th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average New Haven resident emitted 0.292 tons from electricity (rank **17th**) and 0.702 tons from residential fuels (rank **98th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: New Orleans-Metairie-Kenner, LA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan New Orleans’s per capita footprint from transportation and residential energy use decreased **2.35** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of New Orleans’s per capita footprint increased **3.8** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of New Orleans’s per capita footprint decreased **8.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan New Orleans emitted **2.162** tons of carbon from highway transportation and residential energy in 2005 (rank **29th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average New Orleans resident emitted **1.163** tons of carbon from highway transportation (rank **21st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average New Orleans resident emitted 0.789 tons from autos (rank **4th**) and 0.374 tons from trucks (rank **50th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average New Orleans resident emitted **0.999** tons of carbon from residential energy use (rank **40th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average New Orleans resident emitted 0.849 tons from electricity (rank **68th**) and 0.150 tons from residential fuels (rank **20th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: New York-Northern New Jersey-Long Island, NY-NJ-PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan New York’s per capita footprint from transportation and residential energy use increased **7.73** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of New York’s per capita footprint increased **12.5** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of New York’s per capita footprint increased **2.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan New York emitted **1.495** tons of carbon from highway transportation and residential energy in 2005 (rank **4th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average New York resident emitted **0.825** tons of carbon from highway transportation (rank **1st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average New York resident emitted 0.664 tons from autos (rank **1st**) and 0.161 tons from trucks (rank **7th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average New York resident emitted **0.670** tons of carbon from residential energy use (rank **18th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average New York resident emitted 0.225 tons from electricity (rank **14th**) and 0.445 tons from residential fuels (rank **70th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Oklahoma City, OK

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Oklahoma City’s per capita footprint from transportation and residential energy use decreased **2.37** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Oklahoma City’s per capita footprint increased **2.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Oklahoma City’s per capita footprint decreased **8.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Oklahoma City emitted **3.204** tons of carbon from highway transportation and residential energy in 2005 (rank **93rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Oklahoma City resident emitted **1.846** tons of carbon from highway transportation (rank **88th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Oklahoma City resident emitted 1.320 tons from autos (rank **90th**) and 0.526 tons from trucks (rank **84th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Oklahoma City resident emitted **1.358** tons of carbon from residential energy use (rank **91st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Oklahoma City resident emitted 1.077 tons from electricity (rank **92nd**) and 0.282 tons from residential fuels (rank **50th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Omaha-Council Bluffs, NE-IA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Omaha’s per capita footprint from transportation and residential energy use increased **5.75** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Omaha’s per capita footprint increased **7.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Omaha’s per capita footprint increased **3.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Omaha emitted **2.676** tons of carbon from highway transportation and residential energy in 2005 (rank **65th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Omaha resident emitted **1.566** tons of carbon from highway transportation (rank **62nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Omaha resident emitted 1.147 tons from autos (rank **63rd**) and 0.419 tons from trucks (rank **61st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Omaha resident emitted **1.109** tons of carbon from residential energy use (rank **65th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Omaha resident emitted 0.756 tons from electricity (rank **56th**) and 0.354 tons from residential fuels (rank **59th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Orlando, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Orlando’s per capita footprint from transportation and residential energy use increased **9.16** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Orlando’s per capita footprint increased **18.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Orlando’s per capita footprint decreased **4.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Orlando emitted **2.551** tons of carbon from highway transportation and residential energy in 2005 (rank **54th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Orlando resident emitted **1.684** tons of carbon from highway transportation (rank **70th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Orlando resident emitted 1.277 tons from autos (rank **81st**) and 0.408 tons from trucks (rank **57th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Orlando resident emitted **0.866** tons of carbon from residential energy use (rank **27th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Orlando resident emitted 0.842 tons from electricity (rank **66th**) and 0.025 tons from residential fuels (rank **4th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Oxnard-Thousand Oaks-Ventura, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Oxnard’s per capita footprint from transportation and residential energy use decreased **5.54** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Oxnard’s per capita footprint decreased **5.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Oxnard’s per capita footprint decreased **6.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Oxnard emitted **1.754** tons of carbon from highway transportation and residential energy in 2005 (rank **11th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Oxnard resident emitted **1.361** tons of carbon from highway transportation (rank **41st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Oxnard resident emitted 1.116 tons from autos (rank **54th**) and 0.245 tons from trucks (rank **24th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Oxnard resident emitted **0.394** tons of carbon from residential energy use (rank **11th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Oxnard resident emitted 0.189 tons from electricity (rank **7th**) and 0.205 tons from residential fuels (rank **40th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Palm Bay-Melbourne-Titusville, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Palm Bay’s per capita footprint from transportation and residential energy use increased **8.49** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Palm Bay’s per capita footprint increased **23.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Palm Bay’s per capita footprint decreased **13.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Palm Bay emitted **2.604** tons of carbon from highway transportation and residential energy in 2005 (rank **59th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Palm Bay resident emitted **1.759** tons of carbon from highway transportation (rank **84th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Palm Bay resident emitted 1.295 tons from autos (rank **85th**) and 0.464 tons from trucks (rank **70th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Palm Bay resident emitted **0.845** tons of carbon from residential energy use (rank **25th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Palm Bay resident emitted 0.818 tons from electricity (rank **60th**) and 0.027 tons from residential fuels (rank **7th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Philadelphia-Camden-Wilmington, PA-NJ-DE-MD

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Philadelphia’s per capita footprint from transportation and residential energy use increased **6.81** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Philadelphia’s per capita footprint increased **6.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Philadelphia’s per capita footprint increased **7.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Philadelphia emitted **2.137** tons of carbon from highway transportation and residential energy in 2005 (rank **27th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Philadelphia resident emitted **1.023** tons of carbon from highway transportation (rank **6th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Philadelphia resident emitted 0.789 tons from autos (rank **5th**) and 0.234 tons from trucks (rank **22nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Philadelphia resident emitted **1.114** tons of carbon from residential energy use (rank **66th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Philadelphia resident emitted 0.619 tons from electricity (rank **42nd**) and 0.495 tons from residential fuels (rank **78th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Phoenix-Mesa-Scottsdale, AZ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Phoenix’s per capita footprint from transportation and residential energy use increased **1.05** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Phoenix’s per capita footprint increased **5.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Phoenix’s per capita footprint decreased **6.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Phoenix emitted **2.072** tons of carbon from highway transportation and residential energy in 2005 (rank **21st**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Phoenix resident emitted **1.414** tons of carbon from highway transportation (rank **48th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Phoenix resident emitted 0.940 tons from autos (rank **22nd**) and 0.474 tons from trucks (rank **77th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Phoenix resident emitted **0.658** tons of carbon from residential energy use (rank **17th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Phoenix resident emitted 0.570 tons from electricity (rank **39th**) and 0.087 tons from residential fuels (rank **9th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Pittsburgh, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Pittsburgh’s per capita footprint from transportation and residential energy use increased **0.22** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Pittsburgh’s per capita footprint increased **0.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Pittsburgh’s per capita footprint decreased **0.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Pittsburgh emitted **2.276** tons of carbon from highway transportation and residential energy in 2005 (rank **34th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Pittsburgh resident emitted **1.185** tons of carbon from highway transportation (rank **24th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Pittsburgh resident emitted 0.913 tons from autos (rank **19th**) and 0.272 tons from trucks (rank **32nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Pittsburgh resident emitted **1.091** tons of carbon from residential energy use (rank **61st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Pittsburgh resident emitted 0.539 tons from electricity (rank **35th**) and 0.552 tons from residential fuels (rank **84th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Portland-South Portland-Biddeford, ME

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Portland’s per capita footprint from transportation and residential energy use increased **9.05** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Portland’s per capita footprint increased **4.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Portland’s per capita footprint increased **15.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Portland emitted **2.599** tons of carbon from highway transportation and residential energy in 2005 (rank **58th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Portland resident emitted **1.443** tons of carbon from highway transportation (rank **50th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Portland resident emitted 1.097 tons from autos (rank **51st**) and 0.346 tons from trucks (rank **47th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Portland resident emitted **1.156** tons of carbon from residential energy use (rank **73rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Portland resident emitted 0.248 tons from electricity (rank **15th**) and 0.908 tons from residential fuels (rank **100th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Portland-Vancouver-Beaverton, OR-WA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Portland’s per capita footprint from transportation and residential energy use decreased **4.82** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Portland’s per capita footprint decreased **6.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Portland’s per capita footprint increased **0.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Portland emitted **1.446** tons of carbon from highway transportation and residential energy in 2005 (rank **3rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Portland resident emitted **1.053** tons of carbon from highway transportation (rank **10th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Portland resident emitted 0.860 tons from autos (rank **13th**) and 0.193 tons from trucks (rank **15th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Portland resident emitted **0.393** tons of carbon from residential energy use (rank **9th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Portland resident emitted 0.198 tons from electricity (rank **9th**) and 0.196 tons from residential fuels (rank **33rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Poughkeepsie-Newburgh-Middletown, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Poughkeepsie’s per capita footprint from transportation and residential energy use decreased **12.77** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Poughkeepsie’s per capita footprint decreased **8.8** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Poughkeepsie’s per capita footprint decreased **18.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Poughkeepsie emitted **2.133** tons of carbon from highway transportation and residential energy in 2005 (rank **25th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Poughkeepsie resident emitted **1.309** tons of carbon from highway transportation (rank **33rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Poughkeepsie resident emitted 1.010 tons from autos (rank **35th**) and 0.299 tons from trucks (rank **37th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Poughkeepsie resident emitted **0.824** tons of carbon from residential energy use (rank **23rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Poughkeepsie resident emitted 0.313 tons from electricity (rank **19th**) and 0.511 tons from residential fuels (rank **82nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Providence-New Bedford-Fall River, RI-MA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Providence’s per capita footprint from transportation and residential energy use increased **16.43** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Providence’s per capita footprint increased **18.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Providence’s per capita footprint increased **14.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Providence emitted **2.368** tons of carbon from highway transportation and residential energy in 2005 (rank **40th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Providence resident emitted **1.168** tons of carbon from highway transportation (rank **22nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Providence resident emitted 1.014 tons from autos (rank **37th**) and 0.154 tons from trucks (rank **5th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Providence resident emitted **1.200** tons of carbon from residential energy use (rank **79th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Providence resident emitted 0.515 tons from electricity (rank **34th**) and 0.685 tons from residential fuels (rank **97th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Raleigh-Cary, NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Raleigh’s per capita footprint from transportation and residential energy use increased **4.23** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Raleigh’s per capita footprint increased **8.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Raleigh’s per capita footprint decreased **2.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Raleigh emitted **2.795** tons of carbon from highway transportation and residential energy in 2005 (rank **76th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Raleigh resident emitted **1.754** tons of carbon from highway transportation (rank **82nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Raleigh resident emitted 1.277 tons from autos (rank **82nd**) and 0.477 tons from trucks (rank **79th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Raleigh resident emitted **1.041** tons of carbon from residential energy use (rank **52nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Raleigh resident emitted 0.859 tons from electricity (rank **71st**) and 0.182 tons from residential fuels (rank **24th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Richmond, VA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Richmond’s per capita footprint from transportation and residential energy use decreased **2.78** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Richmond’s per capita footprint decreased **10.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Richmond’s per capita footprint increased **10.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Richmond emitted **3.039** tons of carbon from highway transportation and residential energy in 2005 (rank **86th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Richmond resident emitted **1.738** tons of carbon from highway transportation (rank **79th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Richmond resident emitted 1.335 tons from autos (rank **92nd**) and 0.404 tons from trucks (rank **56th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Richmond resident emitted **1.301** tons of carbon from residential energy use (rank **86th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Richmond resident emitted 0.997 tons from electricity (rank **86th**) and 0.304 tons from residential fuels (rank **53rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Riverside-San Bernardino-Ontario, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Riverside’s per capita footprint from transportation and residential energy use decreased **10.68** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Riverside’s per capita footprint decreased **10.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Riverside’s per capita footprint decreased **10.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Riverside emitted **2.257** tons of carbon from highway transportation and residential energy in 2005 (rank **32nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Riverside resident emitted **1.885** tons of carbon from highway transportation (rank **92nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Riverside resident emitted 1.289 tons from autos (rank **83rd**) and 0.596 tons from trucks (rank **93rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Riverside resident emitted **0.372** tons of carbon from residential energy use (rank **4th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Riverside resident emitted 0.184 tons from electricity (rank **6th**) and 0.188 tons from residential fuels (rank **29th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Rochester, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Rochester’s per capita footprint from transportation and residential energy use increased **1.38** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Rochester’s per capita footprint increased **3.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Rochester’s per capita footprint decreased **0.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Rochester emitted **1.908** tons of carbon from highway transportation and residential energy in 2005 (rank **14th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Rochester resident emitted **0.950** tons of carbon from highway transportation (rank **3rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Rochester resident emitted 0.812 tons from autos (rank **7th**) and 0.138 tons from trucks (rank **2nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Rochester resident emitted **0.958** tons of carbon from residential energy use (rank **30th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Rochester resident emitted 0.384 tons from electricity (rank **24th**) and 0.574 tons from residential fuels (rank **87th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Sacramento--Arden-Arcade--Roseville, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Sacramento’s per capita footprint from transportation and residential energy use decreased **8.99** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Sacramento’s per capita footprint decreased **8.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Sacramento’s per capita footprint decreased **10.9** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Sacramento emitted **1.768** tons of carbon from highway transportation and residential energy in 2005 (rank **12th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Sacramento resident emitted **1.346** tons of carbon from highway transportation (rank **37th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Sacramento resident emitted 1.063 tons from autos (rank **47th**) and 0.283 tons from trucks (rank **35th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Sacramento resident emitted **0.422** tons of carbon from residential energy use (rank **12th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Sacramento resident emitted 0.198 tons from electricity (rank **10th**) and 0.225 tons from residential fuels (rank **45th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Salt Lake City, UT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Salt Lake City’s per capita footprint from transportation and residential energy use decreased **3.88** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Salt Lake City’s per capita footprint increased **9.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Salt Lake City’s per capita footprint decreased **18.3** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Salt Lake City emitted **2.522** tons of carbon from highway transportation and residential energy in 2005 (rank **50th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Salt Lake City resident emitted **1.476** tons of carbon from highway transportation (rank **51st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Salt Lake City resident emitted 0.981 tons from autos (rank **29th**) and 0.495 tons from trucks (rank **80th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Salt Lake City resident emitted **1.046** tons of carbon from residential energy use (rank **53rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Salt Lake City resident emitted 0.661 tons from electricity (rank **50th**) and 0.385 tons from residential fuels (rank **60th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Antonio, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan San Antonio’s per capita footprint from transportation and residential energy use decreased **9.87** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Antonio’s per capita footprint decreased **12.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Antonio’s per capita footprint decreased **6.1** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan San Antonio emitted **2.270** tons of carbon from highway transportation and residential energy in 2005 (rank **33rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average San Antonio resident emitted **1.255** tons of carbon from highway transportation (rank **28th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Antonio resident emitted 0.969 tons from autos (rank **27th**) and 0.286 tons from trucks (rank **36th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average San Antonio resident emitted **1.015** tons of carbon from residential energy use (rank **45th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Antonio resident emitted 0.880 tons from electricity (rank **73rd**) and 0.135 tons from residential fuels (rank **14th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Diego-Carlsbad-San Marcos, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan San Diego’s per capita footprint from transportation and residential energy use increased **3.60** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Diego’s per capita footprint increased **8.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Diego’s per capita footprint decreased **9.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan San Diego emitted **1.630** tons of carbon from highway transportation and residential energy in 2005 (rank **10th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average San Diego resident emitted **1.270** tons of carbon from highway transportation (rank **29th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Diego resident emitted 1.078 tons from autos (rank **48th**) and 0.192 tons from trucks (rank **14th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average San Diego resident emitted **0.360** tons of carbon from residential energy use (rank **3rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Diego resident emitted 0.157 tons from electricity (rank **3rd**) and 0.202 tons from residential fuels (rank **39th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Francisco-Oakland-Fremont, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan San Francisco’s per capita footprint from transportation and residential energy use decreased **3.10** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Francisco’s per capita footprint increased **2.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Francisco’s per capita footprint decreased **16.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan San Francisco emitted **1.585** tons of carbon from highway transportation and residential energy in 2005 (rank **8th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average San Francisco resident emitted **1.195** tons of carbon from highway transportation (rank **26th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Francisco resident emitted 0.998 tons from autos (rank **32nd**) and 0.197 tons from trucks (rank **16th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average San Francisco resident emitted **0.390** tons of carbon from residential energy use (rank **7th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Francisco resident emitted 0.176 tons from electricity (rank **5th**) and 0.215 tons from residential fuels (rank **43rd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Jose-Sunnyvale-Santa Clara, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan San Jose’s per capita footprint from transportation and residential energy use decreased **7.43** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Jose’s per capita footprint decreased **2.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Jose’s per capita footprint decreased **19.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan San Jose emitted **1.573** tons of carbon from highway transportation and residential energy in 2005 (rank **7th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average San Jose resident emitted **1.183** tons of carbon from highway transportation (rank **23rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Jose resident emitted 1.009 tons from autos (rank **34th**) and 0.174 tons from trucks (rank **11th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average San Jose resident emitted **0.389** tons of carbon from residential energy use (rank **5th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Jose resident emitted 0.190 tons from electricity (rank **8th**) and 0.199 tons from residential fuels (rank **36th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Sarasota-Bradenton-Venice, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Sarasota’s per capita footprint from transportation and residential energy use increased **29.56** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Sarasota’s per capita footprint increased **58.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Sarasota’s per capita footprint decreased **3.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Sarasota emitted **2.914** tons of carbon from highway transportation and residential energy in 2005 (rank **82nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Sarasota resident emitted **1.897** tons of carbon from highway transportation (rank **94th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Sarasota resident emitted 1.381 tons from autos (rank **96th**) and 0.516 tons from trucks (rank **83rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Sarasota resident emitted **1.018** tons of carbon from residential energy use (rank **46th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Sarasota resident emitted 0.990 tons from electricity (rank **83rd**) and 0.028 tons from residential fuels (rank **8th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Scranton--Wilkes-Barre, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Scranton’s per capita footprint from transportation and residential energy use decreased **1.88** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Scranton’s per capita footprint increased **6.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Scranton’s per capita footprint decreased **11.0** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Scranton emitted **2.660** tons of carbon from highway transportation and residential energy in 2005 (rank **63rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Scranton resident emitted **1.524** tons of carbon from highway transportation (rank **56th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Scranton resident emitted 1.011 tons from autos (rank **36th**) and 0.513 tons from trucks (rank **81st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Scranton resident emitted **1.136** tons of carbon from residential energy use (rank **68th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Scranton resident emitted 0.581 tons from electricity (rank **40th**) and 0.554 tons from residential fuels (rank **85th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Seattle-Tacoma-Bellevue, WA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Seattle’s per capita footprint from transportation and residential energy use decreased **4.38** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Seattle’s per capita footprint decreased **3.5** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Seattle’s per capita footprint decreased **7.2** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Seattle emitted **1.556** tons of carbon from highway transportation and residential energy in 2005 (rank **6th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Seattle resident emitted **1.200** tons of carbon from highway transportation (rank **27th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Seattle resident emitted 0.955 tons from autos (rank **24th**) and 0.245 tons from trucks (rank **25th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Seattle resident emitted **0.356** tons of carbon from residential energy use (rank **2nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Seattle resident emitted 0.154 tons from electricity (rank **2nd**) and 0.202 tons from residential fuels (rank **38th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Springfield, MA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Springfield’s per capita footprint from transportation and residential energy use increased **16.61** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Springfield’s per capita footprint increased **8.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Springfield’s per capita footprint increased **24.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Springfield emitted **2.446** tons of carbon from highway transportation and residential energy in 2005 (rank **46th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Springfield resident emitted **1.114** tons of carbon from highway transportation (rank **15th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Springfield resident emitted 0.948 tons from autos (rank **23rd**) and 0.166 tons from trucks (rank **8th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Springfield resident emitted **1.332** tons of carbon from residential energy use (rank **88th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Springfield resident emitted 0.718 tons from electricity (rank **53rd**) and 0.614 tons from residential fuels (rank **94th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: St. Louis, MO-IL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan St. Louis’s per capita footprint from transportation and residential energy use increased **5.02** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of St. Louis’s per capita footprint decreased **3.3** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of St. Louis’s per capita footprint increased **16.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan St. Louis emitted **3.217** tons of carbon from highway transportation and residential energy in 2005 (rank **94th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average St. Louis resident emitted **1.707** tons of carbon from highway transportation (rank **75th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average St. Louis resident emitted 1.235 tons from autos (rank **76th**) and 0.473 tons from trucks (rank **76th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average St. Louis resident emitted **1.510** tons of carbon from residential energy use (rank **95th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average St. Louis resident emitted 1.195 tons from electricity (rank **95th**) and 0.314 tons from residential fuels (rank **55th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Stockton, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Stockton’s per capita footprint from transportation and residential energy use increased **10.11** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Stockton’s per capita footprint increased **23.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Stockton’s per capita footprint decreased **23.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Stockton emitted **2.016** tons of carbon from highway transportation and residential energy in 2005 (rank **19th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Stockton resident emitted **1.622** tons of carbon from highway transportation (rank **64th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Stockton resident emitted 1.059 tons from autos (rank **46th**) and 0.563 tons from trucks (rank **89th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Stockton resident emitted **0.394** tons of carbon from residential energy use (rank **10th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Stockton resident emitted 0.200 tons from electricity (rank **11th**) and 0.193 tons from residential fuels (rank **32nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Syracuse, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Syracuse’s per capita footprint from transportation and residential energy use decreased **2.02** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Syracuse’s per capita footprint increased **3.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Syracuse’s per capita footprint decreased **10.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Syracuse emitted **2.682** tons of carbon from highway transportation and residential energy in 2005 (rank **67th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Syracuse resident emitted **1.720** tons of carbon from highway transportation (rank **76th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Syracuse resident emitted 1.333 tons from autos (rank **91st**) and 0.387 tons from trucks (rank **51st**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Syracuse resident emitted **0.962** tons of carbon from residential energy use (rank **31st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Syracuse resident emitted 0.390 tons from electricity (rank **26th**) and 0.571 tons from residential fuels (rank **86th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Tampa-St. Petersburg-Clearwater, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Tampa’s per capita footprint from transportation and residential energy use increased **10.84** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Tampa’s per capita footprint increased **26.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Tampa’s per capita footprint decreased **7.0** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Tampa emitted **2,499** tons of carbon from highway transportation and residential energy in 2005 (rank **47th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Tampa resident emitted **1,512** tons of carbon from highway transportation (rank **53rd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Tampa resident emitted 1.212 tons from autos (rank **71st**) and 0.300 tons from trucks (rank **38th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Tampa resident emitted **0.988** tons of carbon from residential energy use (rank **35th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Tampa resident emitted 0.961 tons from electricity (rank **80th**) and 0.026 tons from residential fuels (rank **6th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Toledo, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Toledo’s per capita footprint from transportation and residential energy use decreased **3.12** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Toledo’s per capita footprint increased **6.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Toledo’s per capita footprint decreased **15.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Toledo emitted **3.240** tons of carbon from highway transportation and residential energy in 2005 (rank **97th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Toledo resident emitted **2.005** tons of carbon from highway transportation (rank **97th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Toledo resident emitted 1.190 tons from autos (rank **68th**) and 0.815 tons from trucks (rank **99th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Toledo resident emitted **1.235** tons of carbon from residential energy use (rank **80th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Toledo resident emitted 0.755 tons from electricity (rank **55th**) and 0.480 tons from residential fuels (rank **76th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Trenton-Ewing, NJ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Trenton’s per capita footprint from transportation and residential energy use increased **47.84** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Trenton’s per capita footprint increased **77.5** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Trenton’s per capita footprint increased **5.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Trenton emitted **2.660** tons of carbon from highway transportation and residential energy in 2005 (rank **64th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Trenton resident emitted **1.877** tons of carbon from highway transportation (rank **91st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Trenton resident emitted 1.483 tons from autos (rank **100th**) and 0.394 tons from trucks (rank **52nd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Trenton resident emitted **0.783** tons of carbon from residential energy use (rank **21st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Trenton resident emitted 0.275 tons from electricity (rank **16th**) and 0.508 tons from residential fuels (rank **81st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Tucson, AZ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Tucson’s per capita footprint from transportation and residential energy use increased **5.97** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Tucson’s per capita footprint increased **7.8** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Tucson’s per capita footprint increased **1.9** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Tucson emitted **2.000** tons of carbon from highway transportation and residential energy in 2005 (rank **17th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Tucson resident emitted **1.394** tons of carbon from highway transportation (rank **46th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Tucson resident emitted 0.924 tons from autos (rank **20th**) and 0.470 tons from trucks (rank **74th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Tucson resident emitted **0.606** tons of carbon from residential energy use (rank **16th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Tucson resident emitted 0.509 tons from electricity (rank **33rd**) and 0.097 tons from residential fuels (rank **10th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Tulsa, OK

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Tulsa’s per capita footprint from transportation and residential energy use increased **0.27** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Tulsa’s per capita footprint increased **4.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Tulsa’s per capita footprint decreased **4.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Tulsa emitted **3.124** tons of carbon from highway transportation and residential energy in 2005 (rank **90th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Tulsa resident emitted **1.700** tons of carbon from highway transportation (rank **74th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Tulsa resident emitted 1.305 tons from autos (rank **87th**) and 0.395 tons from trucks (rank **53rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Tulsa resident emitted **1.424** tons of carbon from residential energy use (rank **93rd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Tulsa resident emitted 1.140 tons from electricity (rank **93rd**) and 0.284 tons from residential fuels (rank **51st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Virginia Beach-Norfolk-Newport News, VA-NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Virginia Beach’s per capita footprint from transportation and residential energy use decreased **0.86** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Virginia Beach’s per capita footprint decreased **7.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Virginia Beach’s per capita footprint increased **6.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Virginia Beach emitted **2.340** tons of carbon from highway transportation and residential energy in 2005 (rank **36th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Virginia Beach resident emitted **1.145** tons of carbon from highway transportation (rank **18th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Virginia Beach resident emitted 1.004 tons from autos (rank **33rd**) and 0.141 tons from trucks (rank **4th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Virginia Beach resident emitted **1.194** tons of carbon from residential energy use (rank **77th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Virginia Beach resident emitted 0.917 tons from electricity (rank **77th**) and 0.277 tons from residential fuels (rank **49th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Washington-Arlington-Alexandria, DC-VA-MD-WV

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Washington’s per capita footprint from transportation and residential energy use increased **7.20** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Washington’s per capita footprint decreased **1.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Washington’s per capita footprint increased **12.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Washington emitted **3.115** tons of carbon from highway transportation and residential energy in 2005 (rank **89th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Washington resident emitted **1.157** tons of carbon from highway transportation (rank **20th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Washington resident emitted 0.984 tons from autos (rank **30th**) and 0.173 tons from trucks (rank **10th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Washington resident emitted **1.958** tons of carbon from residential energy use (rank **100th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Washington resident emitted 1.611 tons from electricity (rank **100th**) and 0.347 tons from residential fuels (rank **58th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Wichita, KS

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Wichita’s per capita footprint from transportation and residential energy use decreased **1.56** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Wichita’s per capita footprint increased **3.7** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Wichita’s per capita footprint decreased **6.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Wichita emitted **2.681** tons of carbon from highway transportation and residential energy in 2005 (rank **66th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Wichita resident emitted **1.362** tons of carbon from highway transportation (rank **42nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Wichita resident emitted 1.028 tons from autos (rank **40th**) and 0.335 tons from trucks (rank **45th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Wichita resident emitted **1.319** tons of carbon from residential energy use (rank **87th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Wichita resident emitted 0.930 tons from electricity (rank **78th**) and 0.389 tons from residential fuels (rank **61st**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Worcester, MA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Worcester’s per capita footprint from transportation and residential energy use increased **0.91** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Worcester’s per capita footprint increased **2.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Worcester’s per capita footprint decreased **1.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Worcester emitted **2.517** tons of carbon from highway transportation and residential energy in 2005 (rank **49th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Worcester resident emitted **1.478** tons of carbon from highway transportation (rank **52nd**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Worcester resident emitted 1.242 tons from autos (rank **77th**) and 0.237 tons from trucks (rank **23rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Worcester resident emitted **1.038** tons of carbon from residential energy use (rank **51st**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Worcester resident emitted 0.429 tons from electricity (rank **29th**) and 0.609 tons from residential fuels (rank **92nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.



Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Youngstown-Warren-Boardman, OH-PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Youngstown’s per capita footprint from transportation and residential energy use decreased **13.97** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Youngstown’s per capita footprint decreased **4.9** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Youngstown’s per capita footprint decreased **23.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Youngstown emitted **2.758** tons of carbon from highway transportation and residential energy in 2005 (rank **73rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Youngstown resident emitted **1.559** tons of carbon from highway transportation (rank **61st**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Youngstown resident emitted 1.015 tons from autos (rank **38th**) and 0.544 tons from trucks (rank **87th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Youngstown resident emitted **1.199** tons of carbon from residential energy use (rank **78th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Youngstown resident emitted 0.767 tons from electricity (rank **57th**) and 0.432 tons from residential fuels (rank **66th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.